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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

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COUNTRY	East Germany	REPORT	
SUBJECT	1. Railroad Line between Jueterbog and Lutherstadt Wittenberg 2. Railroad Line between Goerlitz and Loebau	DATE DISTR.	15 January 1957
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ENCLOSURE ATTACHED

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GERMANY (SOVIET ZEON)Economic

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Description of a section of the Railway Line from JUETERBOG to LUTHERSTADT WITTENBERG.

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In this report all distances mentioned are measured in kilometres from DRESDEN main station.

1. Permanent Way.

(a) Rails

(i) 15 m. long. In JUETERBOG station some rails are 25 m. long.

(ii) Normal type

(iii) Secured to sleepers with fishplates.
Sleepers.

(b) (i) Throughout the section made of wood. In WITTENBERG Goods Station some are of wood and some of iron.

(ii) Spacing. 80 cm. apart.

2. Description of Line

(a) Tracks.

Single

(b) Stations

There are no new stations in the section.

(c) Passing Loops

(a) At 175.5 km. (WITTENBERG) to 178.3 km.

(b) At 205.8 km. to 207.4 km. (JUETERBOG).

(d) Bridges

1) Iron. At 187.4 km., over road to SEYDA.

Length	40 m.
Width	15 m.
Height	8.5 m.

2) Masonry. At 194.3 km., over a road.

Length	30 m.
Width	12 m.
Height	8 m.

3) Iron. At 201.1 km., over a road.

SECRET

Length	25 m.
Width	8 m.

25X1

- 2 -

25X1

- 4) Iron. At 205.7 km., over the main road to TREUENBRIETZEN.

Length	50 m.
Width	15 m.
Height	10 m.

(e) Tunnels

- 1) At 187.9 km.

Length	12 m.
Width	8 m.
Height	6 m.

- 2) At 199.8 km.

Length	15 m.
Width	8 m.
Height	8 m.

(f) Cuttings and Embankments

Only at tunnels and bridges, normal dimensions.

(g) Gradients and Curves

There is a gradient of 1:428 from 184.2 km. to 200.4 km.

(h) Junctions and spurs.

- (a) There is a junction at WITTENBERG. Lines go West to DESSAU and ZERBST and East to FALKENBERG and RIESA.

- (b) At 203.6 km. a line branches off to DRESDEN.

3. System of Signalling.

Along the section points and signals are mechanically operated. At JUETTERBOG and WITTENBERG they are electrically operated.

- (a) JUETTERBOG. Controls at Signal box J.t.b.E: at the Goods Station, signal boxes R2 and B3.
- (b) WITTENBERG. Controls at signal box Wttbg; at the Goods Station, Signal boxes B1 and O3.

4. Administrative System of Control.

Controls are centralised at WITTENBERG and JUETTERBOG.

- (a) JUETTERBOG. The centre of control for the Passenger Station is at signal box JtbE and for the Goods Station at Signal box B3.
- (b) WITTENBERG. The centre of control for the Passenger Station is at Signal box Wttbg, and for the Goods Station at Signal Box B1.

5. Marshalling Yards.

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There are no shunting stations in the section. At WITTENBERG and JUETTERBOG there are Goods Stations.

SECRET

- 3 -

25X1

6. Servicing and Repair Facilities.(a) Engine Sheds

- (i) JUETERBOG: one round-house,
diameter 50 m.
300 men are employed.
- (ii) WITTENBERG: one round-house,
diameter about 60 m.
also one semi round-house, frontage about 60 m.
700 men are employed.

(b) Cranes.

There is one steam crane at WITTENBERG, for
coaling locos.

(c) Railway Workshops.

There is one waggon repair works at JUETERBOG,
consisting of six sheds.

Dimensions of each:-

Length	70 m.
Weight	30 m.
Height	20 m.

800 men are employed.

7. Electrification of track.

Nil.

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GERMANY (SOVIET ZONE)Economic

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Description of the section of Railway Line from GOERLITZ to LOEBAU.

In this report all distances mentioned are measured in Kilometres from BERLIN-OST station.

1. Permanent Way.(a) Rails

- i) Gauge not stated.
- ii) Type 15 m. long but in GOERLITZ Station they are 25 m. long.
- iii) Rails are screwed to sleepers.

(b) Sleepers.i) Type

Wooden throughout the track but in GOERLITZ main station and Goods station they are of iron.

Sleepers are spaced at a distance of 80 cm.

2. Description of Line.(a) Tracks.

Two tracks throughout the section.

(b) Stations.

There are no new stations in the section.

(c) Passing Loops.

At GOERLITZ (208 km) to 210.6 km.

(d) Bridges

- (i) Iron. At 211.2 km, over the road GOERLITZ - BAUTZEN.

Length	70 m.
Width	25 m.
Height	15 m.

- (ii) Iron. At 223.7 km. over the main road to REICHENBERG.

Length	50 m.
Width	20 m.
Height	12 m.

- (iii) Iron. At 224.9 km. over the main road to KEMNITZ.

Length	50 m.
Width	20 m.
Height	10 m.

SECRET

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2. (iv) Iron. At 228.9 km. over the main road to SCHNEIDNITZ.
(Contd.)

Length 65 m.
Width 18 m.
Height 12 m.

25X1

(v) Iron. At 230.4 km. over a road to OSTRIK.

Length 45 m.
Width 18 m.
Height 12 m.

(vi) Iron. At 231.9 km. over the road GOERLITZ - LOEBAU - BAUTZEN.

Length 80 m.
Width 25 m.
Height 15 m.

(e) Tunnels.

Nil.

(f) Cuttings and Embankments

Only normal embankments at bridges.

(g) Gradients and Curves.

Gradient of 1 : 620 from 200 km. to 246.3 km.

No sharp curves.

(h) Junctions and Spurs.

Nil.

3. System of signalling.

Throughout the section signalling is electrically operated.

Controls.

- (i) At GOERLITZ, for the passenger Station control is at the main station and at Signal box GlzA; for the Goods Station at Signal boxes Bl O3 and R4.
- (ii) At LOEBAU, at the LOEBAU main station and signal boxes A1, A5 and B0.
- (iii) Along the section at Signal boxes at MARKENDORF (Mkr) and REICHENBERG (RbgE).

4. Administrative systems of control.

Control is centralised:

Centres are in

- (i) GOERLITZ main station and at Signal Box Bl.
- (ii) At LOEBAU main station.
- (iii) At Signal box RbgE, for the section.

5. Marshalling Yards.

There is a shunting station in GOERLITZ.

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6. Servicing and Repair Facilities.

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(a) Engine Sheds.GOERLITZ.

2 semi round-houses, frontage about 80 m.

About 1000 men are employed.

LOEBAU.

One round-house, diameter about 50 m.

About 300 men are employed.

(b) Cranes.GOERLITZ

There are 3 steam cranes, one of which is for coaling locos and 2 are in the Goods Station.

(c) Railway Workshops.

There is a Railway Repair Workshop at GOERLITZ, which deals with locos and waggons.

There are 15 sheds; dimensions of each:-

Length	120 m.
Width	40 m.
Height	20 m.

Of these sheds 4 are used for waggon building

3 " " " loco repair

2 " " " spare parts

1 is an empty workshop

5 are workshops used for various purposes.

7. Electrification.

From GOERLITZ to MOYS there is an electire track, which does not belong to the Railway but is the property of the VEB HUETTE.

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